

2016 Acura ILX  
A PROPER  
PERFORMER

First Look: JAGUAR XE  
Targets the Mighty  
BMW 3-series

20 Years of Amelia  
A CONCOURS  
COMES OF AGE

# AUTOWEEK

APRIL 13, 2015

autoweek.com



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**AUTOWEEK**

APRIL 13, 2015

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BRUCE SWEETMAN

## THE NEW ULTIMATE?

Jaguar's 2017 XE delivers a driving experience as close to perfect as we've seen. U.S. drivers won't get it till next year, but our sneak preview in Portugal proved it's worth the wait  
BY BEN BARRY



LAT PHOTOGRAPHIC



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## TRUTH & BEAUTY

### PERFECT PHENOMENON

■ The Arctic aurora borealis serves as a surreal backdrop for this 2007 Land Rover Defender 110. This shot was taken during a recent excursion near the Vatnajökull, Iceland's largest glacier. The country's winter weather was particularly brutal this year, with limited viewings of the northern lights, making this shot even more impressive.

**Photo by Andrew Hancock**











W 2015 NEW YORK AUTO SHOW

## BIG TIME IN THE BIG APPLE

THE NEW YORK AUTO SHOW IS UNDERWAY AS YOU READ THIS; HERE ARE SOME HIGHLIGHTS

**LEXUS:** The Lexus RX is the best-selling model in the brand's 26-year history. The 2016 model comes with new safety features and fresh sheet-metal, and an optional adaptive variable suspension in case you want to put some hustle behind that luxury muscle. The front end is new, centering on the company's spindle grille. Bigger fender flares make the car look wider from the front, while character lines run from fender to rear.

As before, there are RX 350 and RX 450h



models. The 350 houses a direct-injected 3.5-liter V6 making 300 hp (30 more than last year). The hybrid 450h uses an Atkinson-cycle 3.5-liter V6. It also delivers about 300 hp with help from an electric-motor generator. EPA mileage numbers

haven't been revealed.

Pricing isn't available yet, but the 2015 model starts at about \$42,000. That seems just about right for the new one, too. The 2016 Lexus RX will go on sale in the fourth quarter of this year.

**LINCOLN:** How many big Lincoln concepts have we seen over the years? MK9, Navicross, Sentinel ... This time, Lincoln appears to really mean it: The latest concept resurrects the Continental name. Lincoln said a production sedan named Continental goes on sale next year, replacing the MKS. The Continental concept unveiled in NYC shows Lincoln's styling shift, ditching the old trapezoidal grille.



**CADILLAC:** Last year, Cadillac surprised the industry when it announced its HQ move from Detroit to NYC with the hope of remaking its image. This CT6 is the first product since the change. It leads Caddy's nomenclature change and rides on GM's new rear-drive Omega platform; on sale later this year, it also uses an aluminum-intensive architecture for strength and efficiency, Cadillac says.





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# START



Jaguar XF



Chevrolet Malibu



Scion iA



Scion iM

**CHEVROLET:** Chevrolet says its designers used a blank-slate approach when developing the 2016 Malibu and benefited from a new architecture almost 4 inches longer than the outgoing model—most of that goes to rear legroom and interior space. The car uses more high-strength steel and loses 300 pounds over the current Malibu.

General Motors design boss Ed Welburn said the new car's roofline has been stretched rearward for a sleeker profile, while front and rear overhangs are reduced. Chevrolet is also

showing a new Spark; the company says the car is "more grown up," with better aerodynamics and a more conservative roofline than its predecessor.

**JAGUAR:** The next-generation XF is a bit shorter and lower than the car it replaces but has a 2-inch longer wheelbase for more rear-seat room. The car borrows its more coupe-like exterior shape from the just-introduced XE sedan, and the XF's extensive aluminum use means it's 132 pounds lighter than the outgoing model (265 with

AWD). The 2016 goes on sale this fall with a choice of two supercharged V6s (340 hp and 380 hp). All-wheel drive is optional.

**MCLAREN:** McLaren's 2016 570S coupe uses a 3.8-liter twin-turbo V8 making 562 hp and 443 lb-ft of torque. The car weighs just 2,895 pounds dry. A seven-speed dual-clutch trans sends power to the rear wheels, and carbon-ceramic brakes are standard, as are adaptive dampers. The front trunk fits about 4.4 cubic feet of cargo. Carbon-fiber, Alcantara and

leather interior trim can all be specified.

**SCION:** Scion's iA sedan is the company's first-ever sedan and features a 106-hp 1.5-liter four. A six-speed manual is standard, as are pre-collision warnings, a touchscreen display and Bluetooth. The iM hatchback is based on the tC chassis, meaning an independent suspension with double wishbones in the back. The iM also comes with a six-speed; a sport-tuned CVT is optional. The iA should cost about \$16,000, the iM about \$20,000. 🚗



McLaren 570S



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## START

# CUSTOM CULTURE

GARAGE ITALIA FOUNDER MIXES DESIGN, FASHION

BY AUTOWEEK STAFF

**WHAT'S ENTREPRENEUR** Lapo Elkann been up to? Always one to supply the car world with something unique, his newest project is called Garage Italia Customs, a Milan-based company doing custom bodywork, paint and upholstery. It's similar to the Tailor-Made program he created for Ferrari ("Brander, Salesman, Designer, Heir," April 2, 2012), except Garage Italia Customs casts the net wider, doing the more affordable, in the process, such as wraps. Want a denim roofliner in your Fiat 500? Elkann's your man.

Speaking of Fiats, a 500X called the Black Tie is Garage Italia Customs' first publicly shown creation. Elkann took your basic 500X, wrap-painted it with chrome film for a herringbone/pinstripe effect, then added denim and cashmere seats, Alcantara dash, black denim roofliner and—why not?—cashmere sun visors. The idea was, of course, to do a car showing the garage's nearly unlimited choices.

Elkann, grandson of late Fiat boss Gianni Agnelli and brother of Fiat Chrysler Automobiles chairman John Elkann, says car customization has always been a big part of his life. "I guess it runs in the family," he told Autoweek. "I started personalizing my cars as soon as I was old enough



to drive, and I never stopped."

He says starting Garage Italia Customs was natural. "After launching Ferrari Tailor-Made a few years back, I realized it wasn't just a fun project, but had the potential to become an interesting business, as well.

"The garage is a place we cultivate, nurture and celebrate our automotive culture. We mix design and fashion in a unique combination, both artistic and industrial," said the 37-year-old. "We are liquid, we don't have a specific format; our strength is, we adapt to what our clients need us to be: Everything is doable, as long as we get to do it properly."

Elkann is in talks with several automakers, and eventually we might see the garage's work on other products. "There are some extremely interesting projects

coming up. Of course, Jeeps will always have a special place in my heart, and FCA has been incredibly helpful and encouraging. So we'll see a lot more of those."

He also says we can expect Garage Italia Customs to sell products in the U.S. sooner rather than later. "We think it's of paramount importance to start from here (in Italy) in order to build a solid cultural identity, but we'll export the concept as soon as possible," he said. "My hope is to show up at SEMA with something as incredible as it is unexpected."

Elkann says he's thinking about a new project called Garage Italia Academy, "to train and educate young men and women in our craft, and in due time it will allow us to expand without sacrificing quality."

Sounds like, as usual, Elkann has his hands full and then some. 🍷



Lapo Elkann and Garage Italia Customs take pride in their unique creations.







Quant QUANTiNO

## QUANT'S HYBRID TECH GETS CLOSER TO REALITY

■ FOR TWO YEARS, A GERMAN company called Quant has been exhibiting a technology it calls nano-Flowcell. The system is sort of a hybrid between a fuel cell and a battery pack, relying on electron flow across a membrane between two electrolytic fluids, in theory enabling high electrical current like a battery pack, as

well as quick refueling like a hydrogen-powered fuel cell. Quant's little two-door QUANTiNO is capable of 600 miles on one fill-up of ionic liquid. It all sounds like fantasy, but Quant has been given approval to test the cars on German roads, and Bosch just gave it some financial backing—and a strong vote of confidence.

## AUTOMAKERS ARE LINING UP TO SUPPORT CARPLAY

■ At its recent San Francisco gala event in between announcing details on the new Apple Watch and unveiling a fancy new MacBook laptop, Apple confirmed every major automaker in the world has pledged to support CarPlay. That's an incredible pace for a system that was only unveiled in June 2013.

Apple says we can expect CarPlay in about 40 models this year from the likes of Mercedes-Benz, Audi, Volvo, VW and GM. Other big names—including Ford and Toyota—are shipping by the end of 2016.

## GOODYEAR REVEALS TWO SETS OF CONCEPT TIRES

■ Tires have become a compromise. Do you opt for a hard, skinny tire with low grip and low-rolling resistance, helping to improve efficiency? Or do you go with wide, sticky steamrollers and mileage-killing grip? Goodyear has two conceptual solutions to the problem.

First, the BHO3, a tire able to convert the heat generated in its tread to electricity that can then be pumped back into EV or hybrid

batteries. Second, the Triple Tube enables the pressure to be modified across the surface of the tire, effectively increasing or decreasing contact patch size as needed.

Efficiency and good grip? Maybe the future won't be so bad.



The BHO3, left, and Triple Tube concept tires.

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■ Tech Notes is tech guru and CNET editor-at-large Tim Stevens' look at relevant consumer-driven topics, from the latest in infotainment to the newest navigation systems and apps. Reach him on Twitter @Tim\_Stevens





## THIS DAY IN AUTOWEEK HISTORY, APRIL 13, 1987

TO CELEBRATE THE FORD Mustang's 25th birthday, our cover words yelled "EXCLUSIVE! The '89 Mustang!"

Inside, we (very much wrongly) told the story: Then-Ford partner Mazda was designing the 1989 Mustang in Japan. We deemed updating the outgoing Mustang's safety restraint and emissions equipment costs "prohibitive." The new, front-wheel-drive model,

based on the Mazda 626, would take care of those problems, we declared. Further stepping in it, we said any V8 power would be gone; four-cylinders and V6s would replace them. We concluded: "Though the auto industry has seen many changes in the recent past, few ever thought they'd see the original pony car wear a kimono."

Hey, when we're wrong, we like to be *really* wrong.

## NO ONE WAS HURT IN THE MAKING OF THIS CONFERENCE...



When the Detroit Economic Club invited NASCAR chairman and CEO Brian France to speak this spring, they asked Autoweek publisher Dutch Mandel to fire questions his way. The program, attended by some 275 business leaders and students from across the region, included questions ranging from NASCAR's commitment to diversity and its efforts at leveling competition to what it is doing to engage a younger audience through social media. Everyone left unscathed.

## CONGRATS!

The Jesse H. Neal Awards are the most prestigious editorial honors in business-to-business publishing, and our sister publication, Automotive News, took home the Grand Neal Award, the Neal's top of the heap. The award was chosen from among the Neal's 22 category winners—that totals some 500 entries in all! Automotive News took the gold for its extensive GM ignition-switch recall coverage. Automotive News publisher Jason Stein said it's the first Neal win in the paper's history. Well done.

## REVVED UP

*"Lively & Luxurious," Drives, J.P. Vettraino, March 2*

I enjoyed the short article on the 2015 Chrysler 300. I just have one quick question: Isn't the Chrysler division the premium division and Dodge the other division that competes with Honda, Toyota, etc? Why doesn't Dodge have a midsize car? I thought Chrysler products competed with the other premium brands like Audi, BMW, Infiniti, Cadillac ... yet, all of the publications do not think so. Why is this? The all-new 200 should compete with the Audi A6 and the Chrysler 300 with other full-size premium vehicles.

Steve Lopez, Gardiner, N.Y.

*"Power Through Understatement," Drives (2015 VW Golf R), Graham Kozak, March 30*

Seriously? A "soundaktor"? For \$40,000, one gets fake exhaust noise, emanating from under the dash? What's next, a fart pipe sticking out of the A/C vents? Unbelievable!

Rob Clark, State College, Pa.

*From Autoweek's Twitter @AutoweekUSA*



When was the last time you saw a Ford EXP? [bit.ly/1CpDHRK](http://bit.ly/1CpDHRK)

@cahowell1956: Never!?

@J\_Edenburn: I had an EXP for my first car.



**WHAT GETS YOU REVVED UP?**

Check us out on social media. Send comments, questions to [awletter@autoweek.com](mailto:awletter@autoweek.com)





Jay Leno's E85 Corvette was built to take ethanol. Some of his other, older cars were not.

JOHN LAMIN

## ETHANOL: I JUST WANT A CHOICE

I'VE NEVER SEEN ONE OF my columns generate as much controversy as the one I did in the March 2 issue ("Can't We Just Get Rid of Ethanol?"). I have an ethanol-fuel vehicle—my E85 Corvette—and it runs fine on ethanol. We built it that way. It's fast!

Today's cars with modern fuel systems run fine on ethanol-laced gasoline. My old cars don't; but I have no choice.

I guess that's my main complaint. It's like having to eat every meal for the rest of your life at the same place, even though you know the food they serve might make you sick.

In California, every fuel (even racing gas) has to have ethanol in it. That doesn't seem right, that we're not allowed to make a choice.

As I made clear in my previous column, older motorcycles, antique vehicles, small gas engines—ethanol hurts them all. Judging from the comments we've seen, readers (more than 95 percent of the responses) agree with me.

In California, every fuel (even racing gas) has to have ethanol in it. That doesn't seem right, that we're not allowed to make a choice.

I suppose any number of those folks could have some financial interest in their stance, but just the same ... if ethanol is so good, let people choose to buy it.

If non-ethanol gasoline is 10 cents or 20 cents per gallon more and people are willing to pay the difference, they should be allowed to do it.

Perhaps I was remiss in the March column in not mentioning enough that we can't choose. Ethanol people are calling me a hypocrite, but the fact that using the stuff is made mandatory is unfair. People have sent me photos of fuel regulators and fuel pumps that have been ruined by ethanol. One guy had an '89 Corvette, and the fuel system

was all rusted out because of the switch to ethanol.

I have heard about these problems from enough people. It's not like I'm sitting here making all this up. The critics are mostly people involved in the ethanol industry. I have a lot of 25-year-old and even older cars that I use all the time that run terribly on ethanol.

One last time: All I am asking is, let us have a choice. ☹

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EVENT \ AMELIA ISLAND CONCOURS D'ELEGANCE

## THE BEST ONE YET

20TH AMELIA DOES PROUD ALL THOSE BEFORE IT

BY AUTOWEEK STAFF

**T**HE AMELIA ISLAND CONCOURS d'Elegance's influence continues to grow and grow, as this year's event demonstrated perfectly. The shows, drives, auctions, people-watching ... all underscored that Amelia is a must-attend event.

For its 20th anniversary, the concours field included rare World Rally cars, or-

phan car concepts, hot rods and more. BMW used the occasion to mark its 40th anniversary of racing in the U.S., showing the stunning, Mille Miglia-winning 1937 328 roadster on the lawn.

Honoring the great Sir Stirling Moss was the weekend highlight. Moss, 85, was also the first-ever Amelia honoree back in '96, making him the only person Amelia has honored twice. Moss' famous No. 722 Mercedes 300SLR he drove to victory in

the 1955 Mille Miglia was at the show, as was an unprecedented collection of dozens of other cars Moss raced.

Ed and Judy Schoenthaler's 1930 Cord L-29 Speedster, once owned by design titan Brooks Stevens, took the weekend's Best in Show Concours d'Elegance award, while David Sydorick's 1932 Alfa Romeo 8C 2300 Zagato Spider claimed the Best in Show Concours de Sport.

When local businessman Bill Warner founded the concours 20 years ago, he showed around 160 classic cars, and 2,000 people showed up. Not one to brag, nice-guy Warner said he thought this 20th Amelia was his team's "best effort."

Amen to that—until next year. 🍷



BRUCE SWEETMAN (8)



1

2

3





4



5



6



7



8

1. Rare World Rally cars wear eye-popping liveries; 2. The Concours de Sport-winning 1932 Alfa Romeo 8C Zagato Spider; 3. This Western-themed 1963 Pontiac Bonneville was a "Cars of the Cowboys" class entrant; 4. Rain couldn't keep this 1912 Overland 61T away from Friday morning's tour; 5. Sir Stirling Moss, left, chats with Bill Warner; 6. The 1962 Ferrari 250 GTO built for Moss is striking in green; 7. Moss' sleek 1955 Mercedes-Benz 300SLR; 8. This intricate ornament sits on the hood of the Posies Aeroliner hot rod.



EVENT \ ANDREWS  
COLLECTION AUCTION

# USE IT OR LOSE IT

WORLD-CLASS COLLECTION WILL  
SHRINK TO A MORE MANAGEABLE—  
AND DRIVABLE—SIZE

BY GRAHAM KOZAK

**W**E TREKKED DOWN TO Fort Worth, Texas, to tour the Andrews Collection before the bulk of it goes under the auctioneer's hammer, to see cars. And we did, after Paul Andrews showed us his incredible assemblage of automated music machines. Fittingly for a man who made his fortune in the electronics industry, he operated all of these towering, early 20th-century player organs remotely, and gleefully, via iPad.

We quickly discovered that Andrews and his son Chris are knowledgeable about what they collect (whether cars or vintage organs), passionate about obtaining the best and—most importantly—eager to actually use what they've got. That can be tough when you have 90 or so cars spanning all eras kept ready to run in an enviable showplace/working garage.

It wasn't always this way. Andrews spent evenings wrenching on a Corvair in the 1970s, the Chevrolet serving as after-hours stress-relief as he built his fledgling electronics company into a booming enterprise. But it wasn't until after a fling with wooden boats that father and son turned their attention to cars in a big way.

And we do mean *big*: The collection



Top: Packards, Pierce-Arrows and Duesenbergs on display  
Left: Paul Andrews with his son, Chris.  
Opposite: The collection's range is astounding; Lincoln V12 coupe or Marmon V16 convertible?

eventually grew to 150 vehicles, including a 1928 Mercedes-Benz 680S Saoutchik Torpedo that won them best of show at the 2012 Pebble Beach Concours d'Elegance. It was a big enough operation that Chris Andrews left his career in the tech industry to manage the collection full time.

The Andrews have since scaled back, unloading 60 cars over the past few years. Their collection will shrink further on May 2, when many of the remaining cars head to RM Sotheby's one-day sale. In ad-

dition to 78 vehicles, dozens of pieces of automobilia (and a few of those organs) will cross the block without reserve.

Bidders will compete for the bulk of "a great collection of good cars, or maybe a good collection of great cars," to borrow the senior Andrews' words—everything from a 1910 Pierce-Arrow Model 48-SS to a 1962 Ferrari 400 Superamerica SWB Cabriolet by Pininfarina. He's too modest to call it a great collection of great cars, so we'll do so on his behalf.





DARIN SCHNABEL/RM SOTHEBY'S (4)

Though the Andrews' stable lacks laserlike focus, we find it easy to relate to their generalist tastes. We spent a few hours browsing the garage, head spinning, unsure of what to take a closer look at next. Dual-Ghia or Shelby Cobra? Bentley Continental R Type or Cunningham C3? Imagine the stress of choosing one for a Sunday drive...

This isn't the first prominent collection to be sold more or less wholesale, and we've often pondered what spurs collectors to send their prized cars to the auction block. In the Andrews' case, it was the desire to keep only the perfect cars to drive—and then drive them regularly in events like the Colorado Grand.

Their target was 10 keepers; they eventually settled on an even dozen, including a Chip Foose-styled '32 Ford, an Aston Martin DB4 Lightweight (a Ferrari-beater, Andrews tells us) and a '56 Chevy, a re-creation of the elder Andrews' high-school ride.

The first hot rod his son built, on the other hand—a mean Ford pickup nicknamed "Loose Change"—goes to the highest bidder.

That Pebble-winning Benz? Not much

of a driver, it was sold a few years ago.

Chris Andrews, well acquainted with the ins and outs of maintaining such a collection, is eager for auction day to come and go. Dad seems more reluctant to see off some of the cherished cars. We don't blame him. The streamlined 1935 Duesenberg Model SJ Town Car by Bohman & Schwartz, for example, is an impossibly grand machine that—despite its birth in the art deco era—wears sinuous, almost art nouveau lines. As a town car, however, it was originally built for wealthy owners who'd never touch the steering wheel. So it's going.

The use-it-or-lose-it logic also applies, believe it or not, to a red 2005 Ford GT—a perfect driver's car Andrews couldn't stop praising. But this example is pristine, with a mere 800 miles on the clock. In case you needed any further proof that these are bona-fide car guys, Andrews says he might eventually track down a higher-mileage example he can drive the wheels off of, guilt-free. 🚗

*For more information on the Andrews Collection auction, or to register to bid, visit [rmauctions.com](http://rmauctions.com)*

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\\ 2017 JAGUAR XE

# WORTH THE WAIT

JAG XE WON'T COME STATESIDE FOR A WHILE,  
BUT WE ENJOY A SNEAK PREVIEW

BY BEN BARRY



THE XE IS JAGUAR's first BMW 3-series rival since the X-Type, a sedan sharing DNA with millennium-era Ford Contours, so Jaguar knows it has to over-deliver for us to look twice. It has. With a new modular architecture, the XE becomes the only car in its segment with an aluminum-intensive monocoque—75 percent aluminum—and double-wish-bone front suspension. It is, promises Jaguar, the driver's car in its class; can't aim higher than outdriving the ultimate driving machine.

There's also the carrot of 62 mpg on the European cycle—U.S. figures are coming—exceptional refinement and new infotainment. The design is perhaps safe and derivative, with 3-series hints in the nose and the Audi A5-like rear, but the slick 0.26 coefficient of drag makes it the most aero-efficient Jaguar ever.

At launch, the XE fields

four- and six-cylinder gas and turbodiesel engines. Headlines focus on Jaguar's new all-aluminum Ingenium engines, but only the 2.0-liter turbodiesels (163 hp and 180 hp) represent this modular family initially. The 2.0-liter turbo gas engines (200 hp and 240 hp) and the 3.0-liter supercharged V6 (340 hp) carry over.

Only the 180-hp 2.0-liter diesel and V6 S are confirmed for the U.S., and while Brits get the XE in May, we wait another year. The American market is crucial for the XE, and all-wheel drive is a must for success here, hence both versions are launching simultaneously.

We get an early taste in Portugal, with a drive in two preproduction prototypes: the top-spec turbodiesel and 3.0-liter supercharged V6 S.

Climb into the V6 S, and the relatively low-slung driving position immediately reinforces the class-leading dynamics promise. Some things are



familiar—key fob, steering wheel, instruments, rotary gear controller, indicator stalks—but much is new, including Jaguar's 8-inch touchscreen.

The homescreen displays four main functions—audio, climate, sat-nav, phone—and you swipe to access additional sub-menus. Steps between functions are pared back, and entering addresses and syncing smartphones is intuitive.

Push the start button. The V6 roars awake, then settles into an understated, buttery idle. You quickly notice the smooth transmission, chunky D-pillars (the backup camera is essential), suspension compliance over speed bumps and precise steering.

On the freeway, the refinement comes forward: subdued wind noise, minimal tire roar, suspension administering local anesthetic to fractured pavement. Even beyond 100 mph,



the cabin has a detached calm, and the XE feels planted and almost immune to crosswinds without ever seeming sterile.

On challenging mountain roads, the XE grips like El Capitan free-climbers with the summit in sight. The double-wishbone front hooks into even damp bends and just swoops through; the Integral Link rear suspension puts all 340 hp down without scrabble. Little this side of an Olympic

bobsled can seat four adults and carve so quickly.

The engine's power delivery is linear, smooth and eager, punching hard beyond the midrange before discouraging you from chasing the limiter. It doesn't croon like the F-Type, but its warble really adds to the engagement. Hard to say if it's actually faster than the closest BMW: The S punches out 40 hp more than the 335i but is heavier—3,670 pounds

to 3,555 pounds—even with all that aluminum.

The brakes have a well-judged bite and buildup of stopping power, and the eight-speed auto is intelligent and responsive in full auto mode, obedient in manual mode.

Electrically assisted power steering usually kills driver involvement, but there's a tight and precise feel the second you turn in and progressive weight loading to work against. We'd





## DRIVES

put more steering feel on the wish list, but this system is excellent. It's a shame Jaguar again provides steering-wheel spokes that feel like the wrong end of the oar. Cheap-feeling, awkwardly placed paddle shifters stifle fingers further.

If you want the driving experience dialed to 11, then dynamic mode sharpens throttle and transmission response, stiffens the continuously variable dampers and reduces steering assistance. It's usable on the road, but the throttle can be a little too excitable in lower gears, and we noticed the choppier damper characteristics on the freeway more than their ability to make us smile through the corners. Fact is, the XE is a great driver's car, and the prospect of R and RS models excites us.

Guess what? The 2.0-liter

diesel isn't far behind. Weighing 3,417 pounds, it's about 250 pounds lighter than the XE V6. Unlike the nose-heavier V6, it strikes a perfect 50/50 weight distribution. The diesel idles like a grandfather clock on amphetamines, but at least the vibration doesn't reach fingertips or feet. The soundtrack recedes at speed, replaced again by refinement. Even on our car's R-Sport suspension with passive dampers, compliance remains intact.

The diesel's acceleration does not feel like that of a four-cylinder; vast torque reserves give flexibility, and the ZF eight-speed complements it well. Yes, it rapidly slips to eighth gear for better fuel economy, but the torque also allows it to hold a higher gear under acceleration.

On the same mountain

roads on the same 19-inch Dunlop Sport Maxx tires (with R-Sport suspension), the diesel is almost as enjoyable as the V6 S. Its abilities feel mostly the same, but the supercharged V6 gives you the muscle to work the chassis harder, and the larger brakes soak up more abuse; a short, hard drive in the diesel barbecued the pads.

If you live in the Snowbelt, Jag has another trick up its sleeve: All Surface Progress Control, promising to find traction on slippery surfaces. Press a button, then select a speed between 2 and 19 mph on the cruise-control interface. You control the steering, the

car does the rest. Curious, we park in a snow-covered rest area, and our summer tires simply spin as the torque rocks back and forth across the rear axle. We find ASPC works better as kind of a Hill Descent Control system.

After two days' driving, it's clear Jaguar returns from its X-Type-induced sabbatical with a world-class, if not perfect, automobile. The XE is refined, its ride absorbent, the handling involving and sure-footed. The best driver's car in its segment? We need a side-by-side drive, but on this basis, there might just be a new ultimate driving machine. 🏆

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### 2017 JAGUAR XE

**ON SALE:** March 2016 **BASE PRICE:** \$35,000 (est) **DRIVETRAIN:** 2.0-liter, 180-hp, 317-lb-ft turbocharged diesel I4; RWD, eight-speed automatic  
**CURB WEIGHT:** 3,417 lb **0-60 MPH:** 7.3 sec (est) **FUEL ECONOMY (EPA CITY/HWY/COMBINED):** 32/45/37 mpg (est)







W 2016 ACURA ILX

# SHARPER GATEWAY

ACURA BUILDS A PROPER ENTRY-LEVEL SPORTS SEDAN

BY JONATHAN WONG

**Q** ACURA ADMITS THE ILX had shortcomings but believes an extensive midcycle update for 2016 finally gives the company a worthy gateway sports sedan.

A direct-injected 2.4-liter, 201-hp four from the TLX is the biggest news. It's the sole engine and is bolted to an eight-speed dual-clutch sequential manual, replacing both the base 2.0-liter and manual-transmission-only 2.4-liter.

Chassis improvements include more body bracing, updated shocks and springs, firmer suspension bushings, thicker rear antiroll bar, retuned steering and bigger brakes. Acura's Jewel Eye LED headlights, new grille, fascias, wheels and LED rear lights are also part of the update. Inside, a dual-screen system with a lower touchscreen handles infotainment, while climate controls



## 2016 ACURA ILX

**ON SALE:** Now **BASE PRICE:** \$28,820  
**DRIVETRAIN:** 2.4-liter, 201-hp, 180-lb-ft I4; FWD, eight-speed dual-clutch sequential manual **CURB WEIGHT:** 3,093 lb **0-60 MPH:** 6.8 sec (mfr) **FUEL ECONOMY (EPA CITY/HWY/COMBINED):** 25/36/29 mpg

remain separate, with buttons and knobs. Quieting the cabin are an active noise-control system, thicker front door glass and noise-reducing wheels.

Options include a 10-speaker ELS audio system, navigation, remote start and a whole suite of safety and driver assistant technologies as part of AcuraWatch. Customers looking for a more aggressive-looking ILX can check out the A-Spec model's 18-inch, 10-spoke

wheels; rear spoiler; side sills; fog lights; red interior gauges; aluminum pedals; suede seat inserts; gray accent stitching; and black headliner.

In an A-Spec on winding roads in California's Napa Valley, we find that the improvements work. The new drivetrain feels impressive, as does handling on challenging pavement. Where the old 2.0-liter ILX seemed underpowered, the new car is quick off the line and pulls strong.

The eight-speed dual-clutch performs beautifully in slow-speed situations and in running through gears using paddles, with near-instant shift response. The Continental ContiProContact tires let us attack bends hard with responsive steering, and the bigger brakes have a firm pedal for diving deep into corners. It takes some effort—and a real tight turn—to get the ILX to understeer on the street. Ride quality feels well sorted; the suspension damps out most road imperfections. The suede-like seat inserts hold us in corners, but the front bucket's lower seat cushion is too flat. And the surface finishes throughout still appear a bit cheap.

Those small complaints aside, the revisions have addressed the ILX's major issues. It reminds us of the brand's past sportier performers, giving Acura the entry-level sports sedan it needed all along. 🍷



\\ 2015 MERCEDES-AMG C63/C63 S

# EXTRA STRENGTH

MERCEDES-AMG STILL HAS THE C63 SINGING A SWEET TUNE WITH A V8

BY JONATHAN WONG

**Q** MERCEDES-AMG chose to stay with a V8 engine in the new C63 because that's what customers want, says powertrain-development boss Christian Enderle. After all, turbocharged six-cylinders like those in the BMW M3 and upcoming Cadillac ATS-V can't touch a V8's fat power and throaty note, both C63 signatures.

C63 fans now get a 4.0-liter twin-turbo V8—it replaces the outgoing car's 6.2-liter naturally aspirated V8—closely related to the GT sports car's engine. It features a “hot inside V” layout for the two turbochargers, meaning they're

mounted inside the engine's V. The placement means a more-compact package and optimal response time. The big difference: The GT's engine is dry-sump lubricated, while the C63's is wet-sump. Two versions are offered: the regular C63 with 469 hp and 479 lb-ft and a hotter C63 S making 503 hp and 516 lb-ft.

Sending power to the rear wheels is a seven-speed multi-clutch automatic trans that offers manual shifting via steering wheel-mounted aluminum shift paddles. Comfort, sport and sport-plus shift modes are standard, and the C63 S gets an exclusive race setting for the most aggressive shifts, ideal for your favorite



back roads or a racetrack.

To raise handling prowess, the C63 gets a standard adaptive suspension system offering three damping stages, independent steering knuckles, a wider front track compared to the base C-class and a rear limited-slip differential (mechanical on the C63 and electronic on the C63 S). A three-stage

electronic stability-control system works with the locking rear differentials for optimal handling. The steering system is electromechanical with variable assist. Standard dynamic engine mounts that are able to stiffen also aid handling and are C63 S exclusive; they can also soften to reduce vibration for improved ride comfort.







Mercedes-AMG C63 S

AMG's dynamic select system adjusts suspension stiffness, steering assist and throttle response; the S again benefits from an even more-aggressive race mode. You can manipulate each component individually via center-console buttons. Eighteen-inch Michelin Pilot Super Sport tires are standard; the S gets 19s.

The C63 has its own front fascia and hood, along with wider aluminum front fenders, rear diffuser and spoiler. Carbon-fiber-patterned gauge faces and a leather-wrapped dash dress up the cockpit. The S has a napa leather-wrapped dash and a three-spoke performance steering wheel.

On smooth expressways near Faro, Portugal, we find the C63 a delightful cruiser. With the suspension softened, the car and its quiet cabin offer ride comfort far superior to an M3. The twin-turbo V8's thrust is brutal, in a good way. Manual-shift response for both up- and downshifts is impressive. It's a comfortable car to cruise in at high speeds.

Punch into sport-plus for the twisty portions; the suspension firms up, and steering and throttle response get quicker. Here, the C63 is eager



#### 2015 MERCEDES-AMG C63/C63 S

**ON SALE:** Now **BASE PRICE:** \$63,000/\$71,000 (est) **DRIVETRAIN:** 4.0-liter, 469-hp/503-hp, 479 lb-ft/516 lb-ft twin-turbocharged V8; RWD, seven-speed automatic **CURB WEIGHT:** 3,924/3,935 lb **0-60 MPH:** 4.0 sec/3.9 sec (mfr) **FUEL ECONOMY (EPA CITY/ HWY/COMBINED):** 17/23/19 mpg (est)

and dances nicely through corners without excessive body roll. Steering is responsive but feels a little too light. The brakes are strong and easily slow the car. Our only complaint is the transmission's engagement at throttle tip-in: There's noticeable lag before you're really moving.

We also get to play with the S at the Algarve International Circuit in Portimão, Portugal—two sessions behind a quick pace car. We can't help but chuckle as the car eats up

the straights with power throughout the rev range and no turbo lag. The optional carbon-ceramic brakes easily slow us, the S only getting squirrely under hard braking at the end of the fast front straight.

Turn-in is easy with some trail braking; the real challenge is powering out. With so much torque, it's easy to kick out the back end and have stability control cut in. The stability control's race setting allows for slight slip angle, but it's easy to surpass that threshold. A

disciplined right foot rolling gingerly onto the throttle gets the best results.

Our takeaway: The C63 remains the class muscle car with exceptional street handling. No, it's not quite as dialed in on-track as the M3, and the BMW is better balanced and easier to handle in corners. But as a daily driver, the C63 trumps the M3 with better ride comfort, a cushier cabin and, of course, the rumbling V8 coaxing a smile every time you drop the hammer. 🏁



## LONG-TERMER

2015 HYUNDAI  
GENESIS 3.8 SEDAN

# LET'S ROCK

OUR GENESIS STRIKES OUT  
FOR CLIMBING COUNTRY

BY NATALIE NEFF

**□** PERHAPS IT'S WORTH NOTING that our long-term Hyundai Genesis racked up more miles in its most recent three-month stint than either our BMW M3 or Jaguar F-Type R. Admittedly, that's less a commentary on the quality of enthusiast-oriented time spent behind each respective wheel than a statement on the overall practicality, comfort and ease of use of the big Korean sedan. But still, it's worth noting.

Those qualities ensured that most staffers looking to strike out on longer drives often opted for the Genesis over the sportier rides.

"At 85 mph, it certainly doesn't feel

like you're going 85," said one editor about the Hyundai's highway demeanor. "The cabin is very well isolated from both wind and road noise, the ride is amazingly well damped, steering is light and front bucket seats are rather comfortable."

It marks a huge improvement over the former Korean notion of luxury, he goes on to point out.

"The old version of a Korean luxury ride had a very soft suspension with a lot of body movement side to side and heavy dive under braking. Remember the Kia Amanti? Or the

### FIRST-QUARTER UPDATE

AS-TESTED PRICE:  
**\$52,450**

MILES DRIVEN:  
**5,264.1**

FUEL ECONOMY:  
**20.4 mpg**

FUEL COST: **\$835.68**

DAYS OUT OF  
SERVICE: **None**

MAINTENANCE: Install  
winter tires (**\$88**)

Hyundai XG350? This car isn't like that at all."

The fact that Hyundai worked with Lotus on the car's suspension tuning definitely shows—and was particularly appreciated when hustled hard through the rolling hills of eastern Pennsylvania.

On the way to Shawangunk Ridge (the "Gunks") in New Paltz, N.Y., for their annual rock-climbing trip, an editor and his friend found

the Genesis managed the elevation changes with aplomb, even as the turns tightened and rain began to fall. And they never found it short on get-up-and-go:





"We initially wanted to get our long-term Genesis with a V8, but with the way the V6 propelled us up the inclines, I didn't need any more power. The V6 is potent enough and is a slick piece. The gearbox performs fluid shifts and is quick to downshift when you squeeze the throttle harder looking for a little more kick."

A few editors also chose the Hyundai for their staycations, notably, those with tykes to tote around town.

The ample rear-seat area provides easy access to child seats, both of the LATCH variety and simple booster types, while still leaving room for additional, and bigger, passengers.

As winter set in, it also helped that the kind folks at Nokian Tyres supplied us with a grippy set of Hakkapeliitta winter rubber, that, combined with our Hyundai's all-wheel-drive setup, turns the Genesis into as worthy a snow machine as we've had in our stable. It just never gives up grip, even when temps dip well below zero or when the snowfall measures in feet. ❄️



JOSH SCOTT (3)

\\ 2015 JAGUAR F-TYPE R COUPE

# INSTANT CLASSIC

FUN, BEAUTIFUL AND WELL SUITED FOR EVERY SEASON

BY RORY CARROLL

□ OUR LONG-TERM Jaguar F-Type R coupe is special. We've never known a modern car to be as broadly appealing as this one. It's beautiful and everyone knows it—people aren't shy with praise for it. We took it up to Rare Bird Brew Pub in Traverse City, Mich., for a party and spent much of the night starting that barking, burbling supercharged V8, letting people sit in the leather seats and watching them snap photos.

Where lots of sports cars, especially high-performance versions, can be overstyled, the F-Type R is beautifully restrained. That may be part of why it appeals to such a wide range of people. It's pretty but not showy. Of the sports/performance cars that are said to be styled in homage to their forebears, the F-Type is the most successful. It doesn't insult the E-Type by aping it entirely or mock it by having come to

|  |
|--|
| <b>SECOND-QUARTER UPDATE</b>                                       |
| <b>AS-TESTED PRICE:</b><br>\$103,975                               |
| <b>MILES DRIVEN (QUARTER/TO DATE):</b> 2,809.1/9,842.4             |
| <b>FUEL ECONOMY (QUARTER/TO DATE):</b><br>15.8/17.3 mpg            |
| <b>FUEL COST (QUARTER/TO DATE):</b><br>\$540.62/\$2,040.66         |
| <b>DAYS OUT OF SERVICE (QUARTER/TO DATE):</b> None                 |
| <b>MAINTENANCE:</b> Purchase and install winter tires (\$1,553.58) |

dwarf it over the years. This car calls the E-Type to mind. Ian Callum and his team noticed the small, wonderful details of the that car and, with the F-Type, named them.

Our long-termer was given a set of Pirelli Winter 240 Sottozero tires, and in the snow with these tires, the Jaguar is a wonder. Five hours on the icy freeway or slogging through unplowed surface streets in deep snow, the Jag was always able, always predictable. One morning, we found the car buried to the top of its decklid in

snow. We just slid into the lovely driver's seat, cleared the windshield and drove out. We wish people who are clamoring for the forthcoming all-wheel-drive F-Type could have seen it. This rear-wheel Jag would not be stopped.

We as a staff have turned the "F-Type versus Porsche 911" question over in our heads a few times, and some would take the Jag over the German without hesitation. The 911 is the better track car, but ultimately on the road some find the Jag to be more fun.

With two quarters now done, we're definitely going to miss this one when it's gone. It's a very special car, and if Jaguar's plans hold, one that we won't see again. Next year, all of the V8-powered F-Types will all come equipped with AWD, making this car possibly the last of its kind and a bit of an instant classic. Thankfully, we have six more months with it before we have to give up the keys. ❄️





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**It took three years of development and \$26 million in advanced Swiss-built watch-making machinery to create the *Magnificat II*.** Look at the interior dials and azure-colored hands. Turn the watch over and examine the 27-jeweled automatic movement through the exhibition back. When we took the watch to George Thomas (the most renowned watchmaker and watch historian in America), he disassembled the

*Magnificat II* and studied the escapement, balance wheel and the rotor. He remarked on the detailed guilloché face, gilt winding crown, and the crocodile-embossed leather band. He was intrigued by the three interior dials for day, date, and 24-hour moon phases. He estimated that this fine timepiece would cost over \$2,500. We all smiled and told him that the Stauer price was less than \$90. He was stunned. We felt like we had accomplished our task. A truly magnificent watch at a truly magnificent price!

Try the *Magnificat II* for 60 days and if you are not receiving compliments, please return the watch for a full refund of the purchase price. The precision-built movement carries a 2 year warranty against defect. If you trust your own good taste, the *Magnificat II* is built for you.

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## GARAGE GEAR

# African Gem Cutter Makes \$2,689,000 Mistake... Will You?

Allegedly, just two years after the discovery of tanzanite in 1967, a Maasai tribesman knocked on the door of a gem cutter's office in Nairobi. The Maasai had brought along an enormous chunk of tanzanite and he was looking to sell. But the gem cutter was suspicious and assumed that a stone so large could only be glass. The cutter sent him on his way. Huge mistake. It turns out that the gem was genuine and would have easily dwarfed the world's largest cut tanzanite at the time. Based on common pricing, that "chunk" could have been worth close to \$3,000,000!

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Sunburst Ring



Found in only one remote place on Earth (in Tanzania's Merelani Hills, in the shadow of Mount Kilimanjaro), the precious purple stone is 1,000 times rarer than diamonds. Most believe that we only have a few years of supply left, which is why it's so amazing for us to offer this incredible price break. Our 2-total carat Sunburst Tanzanite Ring features marquise-cut gemstones set dramatically in gorgeous sterling silver.

**Your satisfaction is completely guaranteed.** If you are not completely aglow with the Sunburst Tanzanite Ring, send it back within 30 days for a refund of the purchase price. But, please don't wait, our supply is dropping rapidly.



**Sunburst Genuine Tanzanite Ring (2 ctw)**

Total value with FREE studs ~~\$644\*~~

**Now, Offer Code Price Only \$95 + S&P Save \$549!**

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**Your Insider Offer Code: TZR566-08**

You must use this insider offer code to get our special price.

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\* Special price only for customers using the offer code versus the price on Stauer.com without your offer code.

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✓Yes



✓Yes



xNo



✓Yes



✓Yes



✓Yes



✓Yes



✓Yes

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# This Is How To Walk the Walk

*The must-have men's accessory once carried by kings, presidents, barons and billionaires is back—and can be yours for **ONLY \$49!***

They call walking the “perfect exercise.” It gets your heart pumping, clears your head and fills your lungs with fresh air. Not bad, but we found a way to make it even better. Before you take your next 10,000 steps, add a little strut to your stroll. Take the **Stauer Gentleman's Walking Stick** anywhere and I promise that you'll feel like a conquering hero. Heads will turn. Doors will open. Its powers will astound you.

What's the secret? Pure class. Our **Stauer Gentleman's Walking Stick** is a tip of the top hat to turn-of-the-century tradition. Today, serious collectors gladly pay thousands for rare and handcrafted sticks from the 19th century. But only Stauer can deliver a modern version of this vintage classic—that looks and feels as good as the original—for **ONLY \$49!**

**Sticks that make a statement.** For centuries, no respectable man was seen in public without a walking stick by his side. They were as indispensable as a fine tailored suit or fancy moustache. Well-heeled men “wore” them as symbols of power and prestige, using elaborately decorated staffs to help navigate trails, dispatch opponents or conceal gadgets and contraband. Simply put, they were the must-have accessory for any sharp-dressed man on the move.

**The ultimate travel companion.** Hold it once and you can feel that it's not some hollow imitation. Our **Gentleman's Walking Stick** is crafted from a solid shaft of imported Sheesham (Indian Rosewood) and finished with layers of black lacquer. The rounded, knob-style head has serious weight and the silver-finished brass features an elegant engraved design that adds flair while improving your grip. And a black rubber tip steadies your stance on all sorts of surfaces from dirt and asphalt walkways to marble floors and Persian rugs.

**Your satisfaction is 100% guaranteed.** Try the **Stauer Gentleman's Walking Stick** risk-free for two months. If you're not convinced that it adds sophistication to your stride, simply send it back within 60 days for a complete refund of your purchase price. But we're betting that after your first step with this stick, you'll never walk alone again!

*Hand-carved detail  
for easy grip!*

Image not actual size.

**Stauer Gentleman's Walking Stick ~~\$79\*~~**

**Offer Code Price—\$49 Save \$30**

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**\$100 PER TICKET**



2014 Winner - Heather G.



Payment must accompany ticket. Deadline for internet and phone sales is May 13, 2015 at 5:00 p.m. EST. Tickets may be purchased at event until 8:00 p.m. EST on May 16, 2015. You must be 18 years of age or older to purchase a ticket. Payments are not tax deductible contributions and are non-refundable unless event is canceled. If 700 tickets are not sold, a full refund will be provided and the raffle will not occur. This is a fund-raising event and all proceeds directly benefit the Boys and Girls Club of Greater Kingsport, 1 Positive Place, PO Box 784, Kingsport, TN. Winner need not be present to win. Winner will be responsible for all federal, state and/or local taxes and any delivery/shipping fees. An independent accounting firm will supervise the entries and drawing of raffle.

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**Joe Bortz** began collecting cars at a young age, but with no formal training, he became a professional. Beginning with Corvairs and Chevies, he later ventured into the ultra-rare luxury limousines. While other collectors were spending the first half of the day, Joe's began working the latter half of the day. That led others to drive his cars. Bortz found some of the most sought after cars in dark garages, so others were hidden in plain sight. All the cars that have passed Joe's hands still, and more.

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★★★★★ I already bought 2 covers this year. They are absolutely the best car covers I've ever had. - Tennessee (Nissan 280Z)

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**POWDER-FREE NITRILE GLOVES**  
**PACK OF 100**

**HARDY** • 5 mil. thickness  
LOT 68496 61363

**MEDIUM** LOT 68497 61360

**LARGE** LOT 61359 68498 shown

**YOUR CHOICE!** **\$649** REG. PRICE \$11.99

**SAVE 45%**

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**SUPER COUPON**

**1/2" INDUSTRIAL QUALITY SUPER HIGH TORQUE IMPACT WRENCH**

• 700 ft. lbs. Max. Torque  
LOT 62627 68424 shown

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**SUPER COUPON**

**LOW-PROFILE CREEPER**

• 300 lb. Capacity  
LOT 69262 69094/61916 2745 shown

**SAVE 60%** **\$1999** REG. PRICE \$49.99

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**SUPER COUPON**

**1.51 CUBIC FT. SOLID STEEL DIGITAL FLOOR SAFE**

**Junkier Hill Security**  
LOT 61565/91006 shown

**SAVE \$70** **\$9999** REG. PRICE \$169.99

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**SUPER COUPON**

**MOVER'S DOLLY**

**HaulMaster**  
LOT 60497/61899 62399/93888 shown

• 1000 lb. Capacity  
**SAVE 40%** **\$899** REG. PRICE \$14.99

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**SUPER COUPON**

**20% OFF**

**ANY SINGLE ITEM**

**LIMIT 1** - Save 20% on any one item purchased at our stores or HarborFreight.com or by calling 800-423-2567. \*Cannot be used with other discount, coupon, gift cards, Inside Track Club membership, extended service plans or on any of the following: compressors, generators, tool storage or carts, welders, floor jacks, towable Ride-On Trencher, Saw Mill (Item 61712/62366/67138), Predator Gas Power Items, open box items, in-store event or parking lot sale items. Not valid on prior purchases after 30 days from original purchase date with original receipt. Non-transferable. Original coupon must be presented. Valid through 8/13/15. Limit one coupon per customer per day.

**WOW SUPER COUPON**

**44", 13 DRAWER INDUSTRIAL QUALITY ROLLER CABINET**

**IS-GENERAL**  
LOT 68784 shown 69387/62270 62591

• Weighs 245 lbs.  
**SAVE \$340** **\$35999** ~~\$38999~~ REG. PRICE \$69.99

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**WOW SUPER COUPON**

**2 PIECE VEHICLE WHEEL DOLLIES**

**HaulMaster**  
LOT 60343 67338 shown

• 1500 lb. Capacity  
**SAVE 37%** **\$4999** REG. PRICE \$79.99

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**SUPER COUPON**

**2.4" COLOR LCD DIGITAL INSPECTION CAMERA**

**CENTECH**  
LOT 67979 shown 61839/62359

**SAVE \$80** **\$6999** REG. PRICE \$149.99

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**SUPER COUPON**

**FLUORESCENT WORK LIGHT**

**CHICAGO ELECTRIC**  
LOT 92079 shown 61668/62536

**SAVE 50%** **\$999** REG. PRICE \$19.99

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**3 GALLON, 100 PSI OILLESS AIR COMPRESSORS**

**A. HOT DOG STYLE**  
LOT 69269/97080 shown

**B. PANCAKE**  
LOT 95275 shown 60637/61615

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**SUPER COUPON**

**CENTRAL PNEUMATIC**

**20 OZ. GRAVITY FEED SPRAY GUN**

LOT 47016 shown 67181/62300

**SAVE 66%** **\$999** REG. PRICE \$29.99

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**SUPER COUPON**

**4" MAGNETIC PARTS HOLDER**

**PITTSBURGH**  
LOT 62535 90566 shown

**SAVE 66%** **\$199** REG. PRICE \$5.99

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**SUPER COUPON**

**130 PIECE TOOL KIT WITH CASE**

**PITTSBURGH**  
LOT 69331 68998 shown

**SAVE 66%** **\$2999** REG. PRICE \$89.99

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**SUPER COUPON**

**20 TON SHOP PRESS**

• Pair of Arbor Plates included  
**LOT 32879 60603 shown**

**SAVE \$145** **\$15499** REG. PRICE \$299.99

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**SUPER COUPON**

**3 TON HEAVY DUTY STEEL JACK STANDS**

**PITTSBURGH**  
LOT 38846 shown 69597/61196/62392

**SAVE 57%** **\$1923** REG. PRICE \$24.99

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**AWARD WINNING QUALITY**

**RAPID PUMP® 3 TON LOW PROFILE HEAVY DUTY STEEL FLOOR JACK**  
**PITTSBURGH**  
 LOT 68049/62326  
 61282/61253 shown  
 • Weighs 77 lbs.

**SAVE \$90**

**\$79.99** REG. PRICE \$169.99

**LOW PROFILE** 2-7/8" High  
 29" Long  
 20"

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### WOW SUPER COUPON

**FREE**

**WITH ANY PURCHASE**  
**PITTSBURGH**  
**6 PIECE SCREWDRIVER SET**  
 LOT 61313/62570  
 62583/47770 shown

**\$4.99** VALUE

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### WOW SUPER COUPON

**HEAVY DUTY TRAILER DOLLY**  
 LOT 37510 shown  
 60533/69898  
 • 600 lb. Capacity

**SAVE 37%**

**\$49.99** REG. PRICE \$79.99

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### WOW SUPER COUPON

**MECHANIC'S SHOP TOWELS**  
**PACK OF 50**  
 LOT 46163 shown  
 61837/61878  
 69649

**SAVE 50%**

**\$9.99** REG. PRICE \$19.99

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### WOW SUPER COUPON

**PACIFIC HYDROSTAR**  
**1650 PSI PRESSURE WASHER**  
 LOT 69488

**SAVE \$50**

**\$79.99** REG. PRICE \$129.99

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### WOW SUPER COUPON

**1 TON CAPACITY FOLDABLE SHOP CRANE**  
**PITTSBURGH**  
 LOT 69445/93840  
 61858/69512 shown

**\$99.99** REG. PRICE \$249.99

**SAVE \$150**

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### WOW SUPER COUPON

**MULTI-USE TRANSFER PUMP**  
**PITTSBURGH**  
 LOT 61364/66418 shown

**SAVE 66%**

**\$4.99** REG. PRICE \$14.99

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### WOW SUPER COUPON

**CENTECH CAN AND OBD II DELUXE SCAN TOOL**  
 LOT 62119  
 60693 shown

**SAVE \$80**

**\$69.99** REG. PRICE \$149.99

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### WOW SUPER COUPON

**1195 LB. CAPACITY 4 FT. x 8 FT. HEAVY DUTY FOLDABLE UTILITY TRAILER**  
 LOT 62170  
 90154 shown

**SAVE \$140**

**\$259.99** REG. PRICE \$399.99

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### WOW SUPER COUPON

**5 PIECE AUTO TRIM AND MOLDING TOOL SET**  
 LOT 95432  
 67021 shown

**SAVE 53%**

**\$5.99** REG. PRICE \$12.99

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### WOW SUPER COUPON

**6" DIGITAL CALIPER**  
**PITTSBURGH**  
 LOT 47257 shown  
 61585/62387

**SAVE 66%**

**\$9.99** REG. PRICE \$29.99

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### WOW SUPER COUPON

**350 LB. CAPACITY SERVICE CART WITH LOCKING DRAWER**  
**IS-GENERAL**  
 LOT 61161  
 90428 shown

**SAVE \$95**

**\$54.99** REG. PRICE \$149.99

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### WOW SUPER COUPON

**18 VOLT CORDLESS 3/8" DRILL/DRIVER WITH KEYLESS CHUCK**  
**drillmaster**  
 LOT 69651  
 68239 shown

**SAVE 54%**

**\$15.99** REG. PRICE \$34.99

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### WOW SUPER COUPON

**RETRACTABLE AIR HOSE REEL WITH 3/8" x 50 FT. HOSE**  
 LOT 93897 shown  
 69265/62344

**SAVE \$90**

**\$59.99** REG. PRICE \$149.99

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### WOW SUPER COUPON

**60", 4 DRAWER HARDWOOD WORKBENCH**  
**WINDSOR DESIGN**  
 LOT 69054/62603  
 93454 shown

**SAVE \$110**

**\$139.99** REG. PRICE \$249.99

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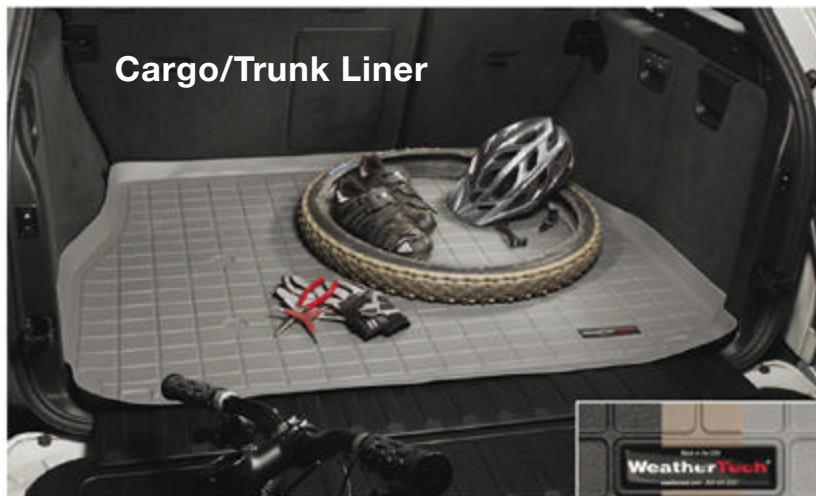
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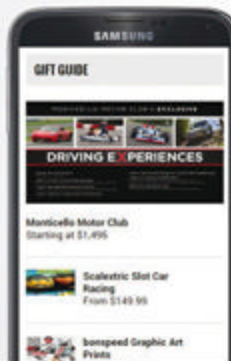
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Year: 2013 | Miles: 4K  
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Year: 2012 | Miles: 2.5K  
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Year: 2012 | Miles: 6.7K  
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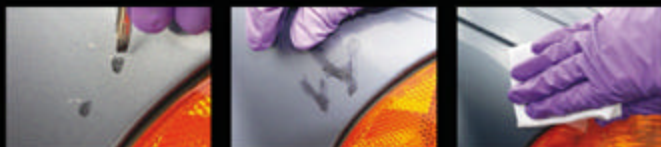
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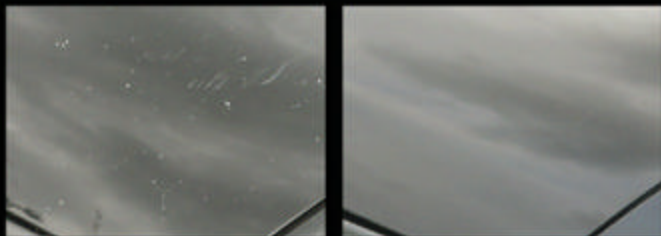
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Nissan GT-R LM Nismo

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BY GARY WATKINS

**F**IRST THERE WERE TWO, then three and now four.

The number of manufacturers fighting it out in the FIA World Endurance Championship's LMP1 class has increased again for 2015. Last season, Porsche joined original participants Audi and Toyota, 2014's champion, now Nissan comes to the party, though its series arrival has been delayed until the 24 Hours of Le Mans in June.

Nissan's comeback to the top of sports-car racing's competition mountain for the first time since 1999 dominated winter headlines. That's not surprising since it's coming with a radical contender: The GT-R LM Nismo's twin-turbo V6 is mounted ahead of the driver and powers the front wheels. The car is turning 50 years of motor racing on its head.

There were questions whether the Japanese manufacturer, along with designer



Ben Bowlby and Nissan's Shioichi Miyatani collaborate on a new LMP1 class contender.

Ben Bowlby's fertile brain, had found something in the rule book its rivals haven't. The question remains: Can Nissan and Bowlby even get the car to work? Nissan's mid-March announcement that it's missing 2015's opening two races (Silverstone April

12 and Spa-Francorchamps May 2) suggests the automaker is struggling to do so. One big issue is that the new car failed its initial crash test, precluding the GT-R's homologation within the required 30 days of the first race at Silverstone.

Nissan sources have described the problem as a minor issue with the front roll structure; it should be rectified by the time you read this, the sources said. Nissan has also been struggling in testing with reliability and performance.

Granted, in its first year with such a radical design, Nissan wasn't likely going to be able to take on the established contenders. How the hybrid contenders from Audi, Toyota and Porsche stack up this year probably depends on how much energy they can retrieve and deploy. Audi had shown its hand, announcing it was moving up from the 2 megajoule class to 4MJ with its revised R18 e-tron quattro, but Toyota and Porsche were not due to make announcements until just before the official WEC test at Paul Ricard at the end of March. Both ran in the 6MJ class last year and were targeting running in the highest (8MJ) division. The problem for Audi, outgunned by its rivals



the second half of last season, is that that would appear to restore the status quo by maintaining a 4MJ differential.

Porsche returns for its second year with an all-new 919 Hybrid, effectively a redesign of its original concept. Toyota, meanwhile, has gone for a major update of last year's championship-winning TS040 Hybrid. Anthony Davidson and Sébastien Buemi, who captured the championship in 2014, return to the No. 1 car for Toyota.

Each of the big three reckons they have made a significant step forward. What they couldn't be sure about ahead of the Ricard test in France was where that puts them relative to the opposition.

Meanwhile, the LMP2 class has burst back to life with 10 cars after only four ran the series last year. Two new coupe designs arrive in the secondary prototype division to join the Ligier JSP2, the winner of two rounds last year with the OAK-run G-Drive Racing team.

Chinese entrant KCMG is running French constructor ORECA's new 04 coupe with Nissan V8 power, while the Strakka Dome S103 arrives a year late after a several issues prevented the Anglo-Japanese car from racing last season. What we won't be seeing is Honda Performance Development's new ARX-04b. The U.S.



Toyota TS040



Audi R18 e-tron quattro

Extreme Speed Motorsports squad has abandoned plans to run the car after it made a low-key debut in the Daytona 24 Hours in January. ESM instead is fielding its old open-top HPD ARX-03bs at Silverstone before two new Ligiers arrive for round two at Spa. Meanwhile, the ARX-04b's future looks uncertain—ESM

has no plans to run it this year.

Ferrari, Porsche and Aston Martin again dominate the GTE division, and the Corvette Racing Chevrolets return to Le Mans. This year, there are seven full-season entries in GTE Pro courtesy of Prodrive-run Aston Martin Racing's expansion from two to three cars. 🏁



Porsche 919 Hybrid





# SO FAR, SO GOOD

KEVIN HARVICK STILL THE DRIVER TO BEAT  
IN NASCAR SPRINT CUP SERIES

BY AL PEARCE

**T**HE STP 500 AT Martinsville Speedway didn't mark the precise one-quarter point of NASCAR's 26-race regular season, but round six seems a good time to draw some conclusions as Sprint Cup takes its annual Easter break. To wit:

■ Reigning series champion Kevin Harvick continues to pursue a second title at Stewart-Haas Racing. He opened with seconds in Daytona Beach and Atlanta, won on consecutive weekends at Las Vegas and Phoenix and was second again at Fontana. His podium streak ended with an eighth-place finish at Martinsville the last Sunday in March.

His Chevrolet teammates should take notes. Danica Patrick is 16th, with only one top 10. After missing the first three races, Kurt Busch has two top fives and is 25th in points. Team co-owner Tony Stewart has no top 10s, is 32nd-ranked and hasn't been the same since suffering serious injuries in an August 2013 Sprint Car wreck in Iowa.

■ Team Penske is solid week in and week out. Joey Logano won the Daytona 500 and already has five other top 10s. Teammate Brad Keselowski (the 2012 series champion) won at Fontana and has four other top 10s. Logano is second in points and Keselowski is fourth, making Penske clearly the best Ford-based organization.

■ Hendrick Motorsports seems to be missing something. Kasey Kahne is its only top-five driver (fifth, only two top 10s) and Dale Earnhardt Jr. is ninth, with three top fives and another top 10. Six-time champion Jimmie Johnson (11th in points) won at Atlanta, but has only two other top 10s. Four-time champion Jeff Gordon (17th in points in his farewell season) has only three top 10s in six starts.

■ Very quietly, Chevrolet-based Richard Childress Racing is doing fine. Ryan Newman, the 2014 Cup runner-up, has

Above: Kevin Harvick is in hot pursuit of a second title. Right: Denny Hamlin celebrates an STP 500 Sprint Cup win.





three top fives and another top 10, and is sixth-ranked. Teammate Paul Menard is seventh, but has only one top five in six starts. The puzzle is second-year driver Austin Dillon, who doesn't have anything in the top 10 and is 23rd in points.

■ At a time when bigger is supposed to be better, there's a little team that can. Furniture Row Racing has six consecutive top 10s for third-ranked Chevy driver Martin Truex Jr. Only Harvick and Logano have as many, but Truex's are more impressive because he doesn't have teammates for help. Besides, who doesn't love a no-nonsense team owner (Barney Visser) who pays his own bills and served in Vietnam?

■ Michael Waltrip Racing can't catch a break. Toyota driver Clint Bowyer is ranked 19th with only one top 10. Brett Moffitt is filling in—he's 30th in points with one top 10—while Brian Vickers misses three months with recurring blood-clot issues.

■ Roush Fenway Racing is a mess. The highest-ranked driver in this once-formidable Ford-based organization is 21st-ranked Greg Biffle, who has just one top 10. Trevor Bayne is 26th with nothing in the top 10 and Ricky Stenhouse is 28th, also with nothing in the top 10. (Maybe former drivers Matt Kenseth and Carl

Edwards felt the earthquake long before it arrived.)

■ The news is good and bad at Joe Gibbs Racing.

The good: Eighth-ranked Denny Hamlin won Martinsville, easily handling Keselowski and Logano down the stretch. Kenseth is 12th-ranked with two top fives and another top 10. Edwards, the team's newcomer, raced Fords for 11 seasons before moving into Toyotas. He doesn't have any top fives or top 10s, and is 18th in points.

Not to worry, though: He's too good to struggle much longer.

The bad news: Kyle Busch suffered serious leg and foot injuries during Speed Week and hasn't raced yet.

And worse news: Team co-owner J.D. Gibbs has begun treatment for "symptoms impacting areas of brain function" which (the team says) "likely stems from a head injury earlier in life." Joe Gibbs said his son has lived "a very active lifestyle" from "(high school and college) football to snowboarding, racing cars, racing motor bikes. We can't point to any one serious thing that happened to him. Certainly, any injury is a possibility that led us into some of the symptoms he's experiencing now."

"This is a personal thing for us," Gibbs said, "and we will certainly appreciate all the prayers going forward." 🙏

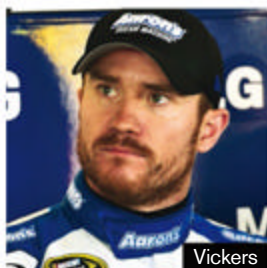
## CAREER CROSSROAD

### RECURRING BLOOD CLOTS THREATEN TO END CUP DRIVER VICKERS' CAREER

#### ■ NASCAR DRIVER

Brian Vickers, a Cup winner as recently as 2013, once again is on racing's DL. It's for three months this time, while he takes blood thinners as part of treatment for clots. He missed the year's first two races before re-turning. Now, no one knows if he'll ever return to Michael Waltrip Racing.

Clots are a recurring problem for Vickers. He missed parts of the 2010, 2012 and 2013 seasons



Vickers

with clots in his legs, heart and lungs. After heart surgery in December, doctors cleared him to race. Things looked promising until he became ill in March.

"Am I worried? Yeah, of course," Vickers, 31, says. "Have I given up hope? No. Through those three months, I'll try to figure out what makes sense with my doctors: (See) if I can come off (thinners) and race or if there's some kind of plan that works. And if not, then that's that. But by no means have I given up."

"I love racing more than any other activity. But I don't love it more than my wife or my family or my friends. It is not who I am; it's something I do, something I love doing. But there's more to life than just racing."

—AP



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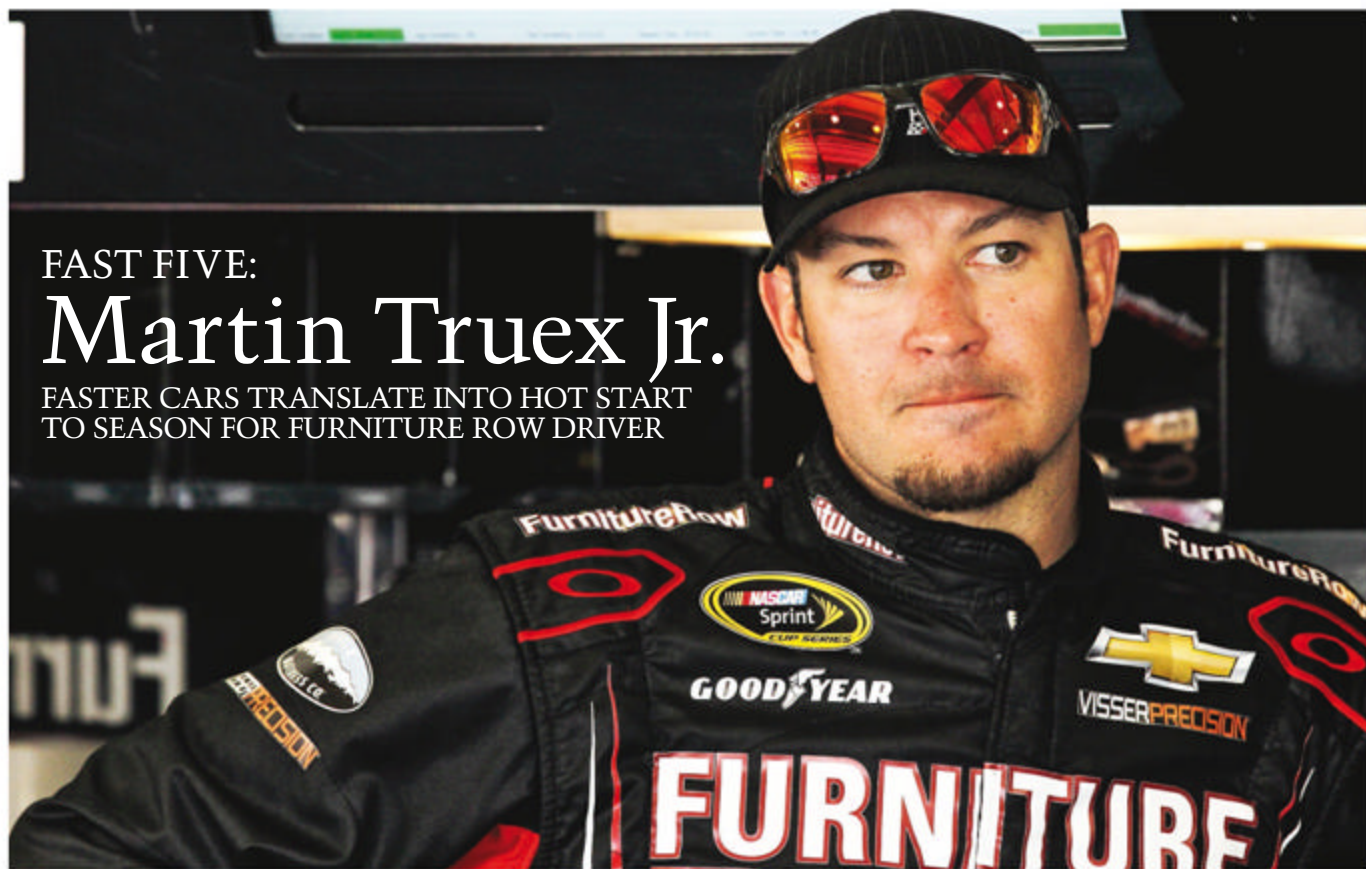
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FAST FIVE:

# Martin Truex Jr.

FASTER CARS TRANSLATE INTO HOT START TO SEASON FOR FURNITURE ROW DRIVER



LAT PHOTOGRAPHIC

 NASCAR driver Martin Truex Jr. already has more top 10s this spring than in his full 36-race Sprint Cup schedule last year. Truex's six consecutive top 10s in his No. 78 Chevrolet are not only a personal record but undoubtedly the feel-good story of the season. The New Jersey native is in his second season with Furniture Row Racing, the self-funded, Colorado-based, single-car team that's enjoying unprecedented success for owner Barney Visser.

**Autoweek:** You've said a tire test last fall at Fontana helped your team get started right this year. How did that happen?

**Martin Truex Jr.:** Late last year, we started building new parts and pieces, and everything started making sense when we implemented new cars. We put those new things together with the new rules package at the California test. Everything suddenly started coming together. Based on that, we came into '15 a lot more optimistic than we had been.

**AW:** Is there a specific factor that's made your team so much better than before?

**MT:** The biggest is that we have better cars. They're faster, more consistent and make more sense to the guys working on

them. Things are making sense, and that gives us a baseline to work from. We can fine-tune now instead of chasing ourselves, looking for where we went wrong. With a good baseline, we can build better parts and pieces. We had some fundamental issues with our other cars, so we had new ones built with a few good changes.

**AW:** When did your team suddenly think it had things right?

**MT:** I felt good after Daytona (eighth), but it's a plate track, so I said let's wait and see what we have in Atlanta. We had a really good weekend there (sixth): consistent and with good speed. We were good at Las Vegas (second), and Phoenix was another check mark (seventh) because

that's such a different kind of track—short and flat. (Truex and new crew chief Cole Pearn were eighth at Fontana and sixth at Martinsville.) We've been good at all different types of tracks.

**AW:** Did you ever doubt yourself last year, when you were 24th in points with only one top five and five top 10s?

**MT:** No, never. You ask questions when you're struggling, like, 'What do I need to do with this rules package?' or 'What do I need to do with this team to communicate better?' There were times when I thought, 'What can I do different?' or 'What can I do better to help?' But I never said, 'I can't do this.'

**AW:** What have (girlfriend Sherry Pollex's) positive strides in her battle against ovarian cancer meant to you?

**MT:** At the end of the day, I'm a lot happier, more at ease, more comfortable. I'm having a lot more fun. It lets me focus more on the car. Her getting better helped get me through those times last year when things weren't right with the race car. (Getting better) has made the bad days at the racetrack seem not so bad. 🍀



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# LOVE STORY

HISTORIC 1962 MGA'S RETURN TO SEBRING  
REKINDLES AUTOMOTIVE ROMANCE

BY STEVEN COLE SMITH

**I**T WAS 1979, AND WITH ONE glance, Jim Plowden fell in love. Lucille was her name. The 1962 MGA may not have been as flashy and dynamic as some of the other lookers at Moroso Motorsports Park near West Palm Beach, Fla., that day, but she had a quiet elegance. Plowden sensed that Lucille had a history—as it turned out, a rather glamorous history full of weekends spent with VIPs, including a huge movie star.

She was both worldly and sheltered—after all, she had never ventured more than a hundred miles from her home in Florida. She'd been on magazine covers. This magazine, for instance, in 1980. Though in '79 she wasn't the belle of the ball she once was, to Plowden, she was just beautiful.

Lucille had led a life full of fast days and even faster nights, yet she seemed some-

how untouched, unimpressed with the company she kept. Over the years, many of her contemporaries fell by the wayside, forgotten, often sent to early graves. But Lucille never lost that glow.

As so often happens with tales of unrequited love, Lucille belonged to another man. Even worse, she belonged to John Kelly, one of Plowden's best friends. They'd all spend weekends together, and out of respect, Plowden kept his distance. Even after he moved away from Florida to California, he'd check in periodically with Kelly to inquire about how he and Lucille were getting along.

Finally, in 2013, Plowden got the answer he had long hoped for: Kelly and Lucille were splitting up. He had developed Parkinson's disease, and could no longer give Lucille the attention she deserved. If I can't be with her, Kelly told Plowden, I want her to be with you.



Lucille, the 1962 MGA, was at home on magazine covers and in races. Looks like we have aged just as gracefully as Lucille.

So Plowden pulled out his checkbook, and with the stroke of a pen, Lucille was his. After nearly 35 years, unrequited love had become ... required? Is that a word? If not, it is now. Plowden was finally with







# BREAK OUT THE BOWTIES

CHEVROLET CELEBRATES WIN AT TWELVE HOURS OF SEBRING

BY MIKE PRYSON

■ THE 63RD MOBIL 1 Twelve Hours of Sebring produced plenty of firsts for Chevrolet.

The Corvette Daytona Prototypes stole the show—or at least all three spots on the podium—as the Action Express Racing team of João Barbosa, Christian Fittipaldi and Sébastien Bourdais led a Bowtie sweep in the No. 5 Mustang Sampling Corvette DP.

The winning team

was followed across the line by two more Corvette DP's—the No. 10 Wayne Taylor Racing machine of Jordan Taylor, Ricky Taylor and Max Angelelli and the No. 90 Spirit of Daytona Corvette DP of Richard Westbrook, Michael Valiante and Mike Rockenfeller.

The result marked the first overall win for Chevrolet at Sebring since 1965 and the first podium sweep for the manufacturer in the endurance test.

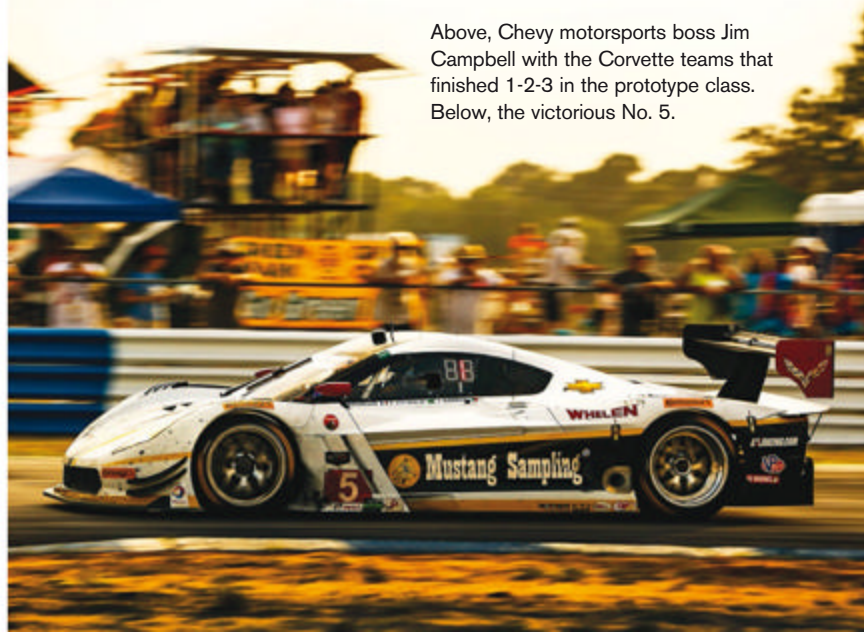
"It's really good to bring Corvette back here to victory lane after 50 years," Barbosa said. "What a tremendous result."

The winning car completed 340 laps and led 236 laps, including the final 149.

Chevrolet, which has won the last three manufacturer championships in the Prototype class between the Tudor United SportsCar Championship and the Grand-Am Rolex Sports Car Series, left Sebring in a familiar spot with the lead in the standings after the first two races of 2015.

"What a great team," Fittipaldi said after the win. "Awesome, awesome, awesome." 🏆

Above, Chevy motorsports boss Jim Campbell with the Corvette teams that finished 1-2-3 in the prototype class. Below, the victorious No. 5.



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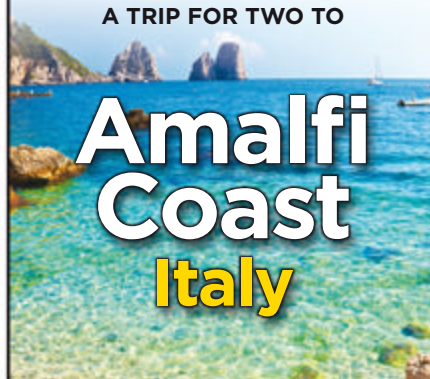
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the 1962 MGA of his dreams.

On that day back in 1979 at Moroso—now Palm Beach International Speedway—Plowden showed up at the track in his 1966 Ford Mustang Shelby GT350H to race with the SCCA. He happened to pit next to Kelly, who had just bought Lucille from longtime owner Emery Vass, who had raced Lucille for years.

At that time, Lucille was just MGA No. 51, which, along with her sisters, Nos. 52 and 53, raced in the 1962 12 Hours of Sebring, all three factory-backed race cars from new. All three cars finished, with number 51 in the middle—drivers Jim Parkinson and Jack Flaherty came in fifth in class, 17th overall, despite the tiny 1588cc four-cylinder pushrod engine. To say Lucille kept some fast company that day is an understatement: The 1962 12 Hours featured Stirling Moss, Graham Hill, Phil Hill, Bruce McLaren, Roger Penske, Dan Gurney and Steve McQueen.

The MGAs were substantially modified, with four-wheel disc brakes, a close-ratio synchronized four-speed transmission, a limited slip rear end, Plexiglass windows and fiberglass fenders. Stunningly, all three survived: 51, as it always has, lives in Florida; 52 in Virginia, 53 in California. Of them all, 51 is the most original, having always been garaged and cared for.

Oh, as for the name: One time Kelly



PHOTO COURTESY OF JIM PLOWDEN



Top: Jim Plowden, left, and Larry Smith with two of the three 1962 Sebring factory-sponsored works cars. Lucille (aka MGA No. 51) had been stored in John Kelly's Florida garage for years.

was on the apron at Sebring, ready to pull on track for a race. The car moved 5 feet, shuddered and stopped. "You picked a fine time to leave me, Lucille," he muttered.

In her last race with Kelly in 1985, Lucille's engine broke a crankshaft. He parked her in a garage where she sat, and sat, until Plowden showed up with a rented trailer to carry her away in 2013. She promptly went north, to Panama City Beach, Fla., where a mechanic had never worked on an MG engine vowed to bring her back to life with the utmost care.

They were hoping to bring Lucille to the 2014 12 Hours of Sebring, but it didn't

work out. And 2015 almost didn't—Plowden, 72, has some health issues and he had to get his doctor's permission to make the trip from his home in the Los Angeles area to Florida. But he was determined that Lucille would visit Sebring one last time, take some laps around the track in the parade of historic cars, and sit in the Hall of Legends, on display with the MGA No. 52 on one side, and some of Jim Hall's Chaparrals on the other. Good company.

And a hell of a weekend for Plowden. "I've crossed off No. 1 on my bucket list," he said. "I don't know how many people ever get to do that." 🍷



# NOT SO INVINCIBLE AFTER ALL

FOUR-TIME F1 CHAMP SEBASTIAN VETTEL GIVES FERRARI VICTORY OVER VAUNTED MERCEDES TEAM IN MALAYSIA

BY ADAM COOPER

**F**ERRARI TURNED the 2015 Formula One season on its head with a win in Malaysia in the second race of the campaign. Sebastian Vettel beat Mercedes drivers Lewis Hamilton and Nico Rosberg in a straight fight, and while few people expect Vettel to be in the title hunt, it's clear he will be a thorn in Mercedes' side for the rest of the year.

After dominating winter testing and the season-opening Australian Grand Prix, Mercedes appeared to be all but unbeatable. While the team lost three races in 2014 for various reasons, Mercedes learned

from its mistakes, and a clean sweep of this year's 19 events looked like a real possibility.

Vettel's win was a game changer, in that we know now Mercedes can be beaten in a fair fight on a given day. The Ferrari is competitive enough to be a contender for wins when the stars are aligned, and that will keep our attention as we await the next time that Ferrari has the edge in the cyclical F1 power struggle.

In Malaysia, circumstances worked in Vettel's favor. With track temperatures exceeding 140 degrees, tires became the key factor, and Ferrari's SF15-T made much more effective use of them. After practice, it was clear that the team could have



LAT PHOTOGRAPHIC (2)

Above: Sebastian Vettel brings Ferrari to the winner's circle at the Malaysian Grand Prix. Below: Vettel races his SF15-T around the Sepang International Circuit in Sepang, Kuala Lumpur.





a clear strategic advantage over dominant Mercedes by stopping twice rather than three times.

And that's exactly how the race panned out, with Hamilton's and Rosberg's lives being made harder by the decision to make the first stop under a very early safety car. Vettel and several other drivers opted not to pit, so the Mercedes drivers had a lot of traffic to get through while Vettel was

Ferrari's resurgence has not come by chance. Changes were put in place last year, and new team principal Maurizio Arrivabene—for many years F1's top Philip Morris marketing man—has proven to be an adept manager, his sympathetic and calm approach contrasting with the sort of chaos that we have seen at Maranello over the years—while, in the background, his boss, Sergio Marchionne,



Lewis Hamilton, left, Ferrari chief of mechanics Diego Ioverno, Sebastian Vettel and Nico Rosberg at the Malaysian Grand Prix.

putting in great lap times out front. In the end, he had a comfortable margin of more than 8.5 seconds over runner-up Hamilton.

The result was just what the sport needed. Ferrari hadn't won a race since 2013, and it is much better for the sport to have the Scuderia in the hunt for race wins. While Vettel doesn't spark the sort of emotions in his countrymen that seven-time F1 champ Michael Schumacher used to, the combination with Ferrari gives him a lot more appeal. The man who won four world championships in a row—two of them in utterly dominant fashion—is for the moment an underdog, cheered on by neutrals who just want to see someone other than a Mercedes driver win a race.

keeps a close eye on progress. British technical director James Allison is now firmly in charge, and the chassis and engine departments, previously all too often caught up in a blame culture, are working well together.

Vettel was the final piece to the puzzle. It would be wrong to denigrate Fernando Alonso, a man any top team would want to employ, but time had run out on his relationship with Ferrari after five difficult years, and the new blood provided by Vettel was most welcome. The parallels with Schumacher are obvious—German with huge talent and a strong work ethic builds a team around him. It will be fascinating to see how things play out this season—and in the years to come.

## F1 TURNS ITS BACK ON GERMANY

SPORT'S HERITAGE TAKES A HIT AS FIA CANCELS GERMAN GRAND PRIX

BY ADAM COOPER

SEBASTIAN VETTEL'S VICTORY IN THE FORMULA ONE Malaysian Grand Prix came just a few days after the FIA formally cancelled the 2015 German Grand Prix. The move means that despite having a four-time world champion gunning for wins in a Ferrari—not to mention German Nico Rosberg fighting for the title in a Mercedes—German fans will not have an F1 race on home soil for the first time since 1960.

It's a sad state of affairs for a sport that lost the historic French Grand Prix a few years ago. Meanwhile, F1 boss Bernie Ecclestone continues to suggest that the Italian GP is also under threat.

The bottom line is, of course, money and the ongoing struggles of the traditional European venues to compete with newer markets, where races are very often backed by local or national governments, and there is no requirement to make a profit.

At the height of the Michael Schumacher era, Germany comfortably supported two races, with the Nürburgring and Hockenheim circuit playing host to either the European or Luxembourg Grand Prix. As Ecclestone's fees went up, both venues found it harder to make ends meet and ultimately agreed on a deal to alternate a single German event. It's not unrealistic to say that they were willing to lose money every other year, but not every year.

This season was supposed to be the Nürburgring's turn, but after the collapse of the organization behind the venue, Ecclestone was unable to conclude a deal. While talks continued, he also tried to convince Hockenheim to take over the 2015 race ahead of its next scheduled event in 2016.

Ecclestone expected that Mercedes would eventually step in to save the race. The Stuttgart manufacturer has close links with both venues and always brings thousands of guests, but it was not prepared to come up with the sort of sums required here. In the end, time ran out, and the tracks knew that even if they had done a deal in March, they would have been so far behind with promotion that ticket sales would have been well down. Fact is, Hockenheim had a lot of empty seats last year.

Fans in the south of the country can still go to the Austrian Grand Prix and those in the north to Spa-Francorchamps in Belgium, but the loss of such a famous race is a huge blow—and another sign that the sport is losing touch with its heritage.







Juan Pablo Montoya and Will Power mix it up in turn 10 during the 2015 Firestone Grand Prix of St. Petersburg. Back to his old form, Montoya eventually won the race.

INDYCAR MEDIA/JOHN COTE

# MESSY OPENING FOR INDYCAR

MONTOYA WINS AT ST. PETERSBURG; NEW AERO KITS PROVE TROUBLESOME

BY CURT CAVIN

**GRAB A CALCULATOR** and a cold one. This Verizon IndyCar Series season looks like it's going to require both.

See how much damage there was in the season-opening race in St. Petersburg? Bits flying faster than the pole sitter. Chunks of front wings resting at corner exits. Crumpled rear wings. A flat tire. Five full-course cautions before the halfway point.

Stop short of calling it an all-out mess, but it was messy. There were some restless spectators in those full grandstands, which is either a good problem to have or a concern.

Yes, there's optimism and interest in the season at hand, but those paying attention might not be for long if IndyCar can't get its arms around the debris issue.

Since results are the ultimate story, let's start with the fact that Juan Pablo Montoya is unequivocally back to his old form—the type of smart, experienced, talented aggression that allowed him to run with Michael Schumacher in Formula One and make NASCAR's Chase when no other Ganassi car could.

Montoya is 39 years old now and still doesn't mind if people think he's an asshole. But something in him has

changed, all for the better.

For starters, he is with the best top-to-bottom organization this side of NASCAR's Hendrick Motorsports. On the heels of winning IndyCar's 2014 championship with Will Power and finishing second and fourth with Hélio Castro-neves and Montoya, Roger Penske went out and signed Simon Pagenaud for a four-car stud and led Chevrolet's development of its aero kit. Validating its strength was a 1-2-3-4 qualifying effort in St. Pete.

There was no doubting Penske's ability to dominate in '15, but there weren't many who believed Montoya would lead the way. Power? For sure. Pagenaud? Could. Castro-neves? Certainly capable.

Montoya swiped the lead from Power on lap 82 with a better in lap, then held him off in a stirring sequence. Visions of the young Montoya.

After those late pit stops, Power began slicing time off

Montoya's lead. The margin relayed from the pit box was a few tenths each lap. Montoya, who was trying to save tires and fuel, was well aware. "I know he's coming," he said.

Finally, Power was nearly there, and he saw an opportunity to grab the lead on lap 101 of 110. When Montoya looked wide with his turn 10 entry, Power shot to the inside.

"He was way too far back," Montoya said. "I wasn't going to give him the position."

Power understood. The No. 2 car is driven by a teammate, and Penske teammates don't take each other out. Cardinal rule, Penske says. Power obeyed, although it took a Superman hold-on by Montoya to keep his car straight.

So, Montoya skipped away to his 13th career win and his first victory on a street circuit/road course since Vancouver in 1999. But that's not the bigger picture.

On qualifying day in St.





James Hinchcliff dodges Charlie Kimball's spin in turn 10 during the late stages of the 2015 Firestone Grand Prix of St. Petersburg. Below: The costly new IndyCar aero kits have so far proven to be fragile, and drivers are learning when to give each other more space.

Pete, Penske sat in his team's rolling office with a collection of journalists and talked State of the Sport like he's wont to do. There was a lot of Penske-speak, which is when he seems to say a lot until one realizes how little he's said. This much was clear: Penske believes IndyCar has levied too much of a financial load on its teams absent strong TV numbers.

Kits officially costing \$70,000 have come in at least twice that amount given the fitting and accessories that are required. Penske asked IndyCar to hold off on changes until the 2020 season, a let-us-breathe-financially period.

Chip Ganassi was less firm with his opinion in a similar media gathering later that day. He preferred to wait a few races to see how the cars held up and the costs settled. Wonder what he thought after the race when Charlie Kimball's front and rear wings were busted? Wonder what he thought about all the other carnage?

Jack Hawksworth saw his front wing broken on the first lap. Carlos Muñoz stuck his car's nose in on Simona de Silvestro and got popped (and they're teammates at Andretti Autosport). Marco Andretti misjudged rookie Gabby Chaves, Takuma Sato bumped Sébastien Bourdais and Chaves



INDYCAR MEDIA/JOHN COTE/CHRIS OWENS (2)

clipped James Hinchcliff's rear tire, causing a flat. That wasn't even all of it.

In one sequence, Pagenaud ran into the back of Kimball, causing massive amounts of wing-to-tire smoke. Kimball tried to nurse his way to the tight turn 10, only to have Graham Rahal spike him in the left corner as Power later did to Montoya.

Difference was, Kimball

spun into the barrier, and IndyCar levied a drive-through penalty on Rahal.

Penalties also went to Chaves and de Silvestro (for running into the back of James Jakes). There's also the matter of when to throw the caution because one can't come for everything that flies off these cars, but even the smallest sharp piece can puncture a tire. Remember, Chevrolet said

there are 123 pieces to its kit; Honda reported nearly 200.

Montoya predicted the scattering of debris.

"There are going to be a lot more cautions for debris while people get used to the aero kits," he said. "I think it's going to make it more exciting in a way that people know they've got to give each other a little more room. (We're) used to working with cars that you bounce off people, nothing happens. Now, you bounce, but if you look at Will, he lost part of his front wing just by touching (my car)."

As one of the sport's most-experienced photographers pointed out, there was virtually no contact showing up in the still shots. Just mostly debris flying from light contact. And that's worrisome.

IndyCar still has races to go at tighter street circuits (Long Beach, Detroit twice and Toronto). Barber Motorsports Park has a turn where contact is the norm. And don't forget that right-hander at the top of the hill at Sonoma Raceway, the place where the championship will be decided Aug. 30.

The front wings are \$20,000 deductions. Do the math, then count the cautions. 🍀

*Curt Cavin is an Indianapolis Star staff writer.*





LAT PHOTOGRAPHIC (2)

# MOVING IN THE RIGHT DIRECTION

PIRELLI WORLD CHALLENGE GAINING MOMENTUM, TRACTION IN WORLD OF SPORTS-CAR RACING

BY MIKE LARSON

**THE PIRELLI WORLD** Challenge is on the move. Oftentimes, the same goes for its president/CEO.

"We're not here by accident," Scott Bove, himself a former racer, says while driving through Florida prior to the Twelve Hours of Sebring. "Everything we've done with Pirelli World Challenge has been calculated

and thought-out."

It appears the planning is paying off. In 2008, Bove, along with four other like-minded businessmen (and racers), formed WC Vision LLC to license and eventually purchase the Pro Racing World Challenge from the Sports Car Club of America. Until that point, the SCCA Pro Racing World Challenge had enjoyed 18 consecutive seasons of racing but still struggled to keep its finances in order.

"It was a financial mess," Bove says. "We were just trying to get things straightened out."

And thus began the rise of what is now the Pirelli World Challenge from a money-troubled series that wasn't quite sure what it wanted to be to an American sports-car outfit on the verge of becoming a spectator-friendly powerhouse.

The ascension has been relatively quick. Bove, with the blessing of his partners, took over as president and CEO in 2009, charged with the day-to-day running of the business. (He's quick to remind that it's a business before a racing series.)

The plan was simple: Stop the bleeding and break even in three years. They did it in two.

By 2011, the series had inked a five-year title sponsorship deal with Pirelli and, according to Bove, had made a "significant profit while building cash reserves."

Now, Bove says the series is in a good financial spot. And that's not the only place it's sitting pretty.

With a viewer-friendly format, a new TV deal, a field full of manufacturers and a system that makes racing somewhat affordable, the Pirelli World Challenge is poised to compete with the IMSA-governed Tudor United SportsCar Championship as America's premier sports-car series.

Ironically, the merging of the ALMS and Grand-Am, which was done to streamline the sports-car racing landscape, actually made room for the

Above: Olivier Beretta races to a Pirelli World Challenge GT victory at the Sunday race in St. Petersburg, Fla. Below: Ryan Eversley wins the Saturday street race.







Pirelli World Challenge to emerge.

"The timing for Pirelli World Challenge was perfect," says driver Ryan Dalziel, who competed in GT races at the Circuit of the Americas in March. "Since the middle of 2013, it's just grown massively. When ALMS and Grand-Am merged into one, all of a sudden there was room for an alternate series. The racing's great, the budgets are low, which is why I think you see so many people out here doing this."

Like with most PWC races, the grid was packed at COTA. With more than 100 cars competing in seven different classes, some teams were forced to set up on an auxiliary paddock.

The abundance of cars is a double-edged knife for the series, because when it pairs with a more prominent outfit like IndyCar, it can only bring its best classes.

"We can't bring 100 cars to an IndyCar event," Bove says. "There just isn't room."

Which brings Pirelli World Challenge to the next step in its plan: holding standalone events.

The COTA event was the first-ever standalone race weekend for the series and another goal it can mark off on its checklist.

"This is exactly what we envisioned when we started," says Rafael Navarro, Pirelli's vice president of communications. "This was part of our plan."

With seven classes and dozens of cars, it's not hard to find action on the track, but how does the series keep viewers entertained?

Simple. The sprint format, which sets Pirelli World Challenge apart from its competitors. Rather than banking on the tradition and nuance of endurance races that can take anywhere from four to 24 hours, PWC showcases several relatively short contests.

"I love the format," Touring Car driver Shea Holbrook says. "Fans get to see cars on the track that they drive on the road. Every car here is one that you could see in a showroom. And the races are quick enough that fans get to see lots and lots of cars. This is a true car lover's series."

Short races (normally around 45 minutes) force drivers to make bold moves, which usually equals great TV.

"I'm a professional driver, and I still like to watch this series on television," says Dalziel.

As a result of the series' plan for maxi-

Andy Pilgrim, driver of the No. 8 Cadillac ATS-V.R, races to a sixth-place finish during the second of two PWC Series Grand Prix events through the streets of St. Petersburg, Fla.

mum reach, fans, along with Dalziel, will be able to get more Pirelli World Challenge on their screens this season, whether it be on a TV or on a computer screen.

After the brilliant move of leaving Speed Network and signing with Versus, which later became NBC Sports Network (which also carries IndyCar), Pirelli World Challenge left NBCSN this season when the network started putting more of its resources into NASCAR programming.

"We left NBC Sports for almost the same reason as we left Speed," Bove says. "It's tough to compete for airtime with NASCAR."

Instead, Pirelli World Challenge signed with CBS Sports Network and continues to do a live Internet broadcast from the series' website ([world-challenge.com](http://world-challenge.com)).

"That's the future for us right now," Bove says. "We hope to get more and more people watching."

Despite the momentum, Navarro says the series isn't completely content.

"You can never be happy. If you're happy where you're at, you're not thinking ahead to see what you can do." 🏁



## RACING ON TV

### FRIDAY, APRIL 17

- Formula One practice, Bahrain; 11 a.m., NBCSN (L)
- NASCAR Sprint Cup practice, Bristol, Tenn.; noon, Fox Sports 1 (L)
- NASCAR Xfinity practice, Bristol, Tenn.; 1:30 p.m., Fox Sports 1 (L)
- NASCAR Xfinity practice, Bristol, Tenn.; 3 p.m., Fox Sports 1 (L)
- NASCAR Sprint Cup qualifying, Bristol, Tenn.; 4:30 p.m., Fox Sports 1 (L)

### SATURDAY, APRIL 18

- NASCAR Sprint Cup practice, Bristol, Tenn.; 8:30 a.m., Fox Sports 1 (L)
- NASCAR Xfinity qualifying, Bristol, Tenn.; 9:30 a.m., Fox Sports 1 (L)
- Formula One qualifying, Sakhir, Bahrain; 11 a.m., CNBC (L)
- NASCAR Sprint Cup practice, Bristol, Tenn.; 11:30 a.m., Fox Sports 1 (L)
- NASCAR Xfinity, Bristol, Tenn.; 1:30 p.m., Fox Sports 1 (L)
- Formula One qualifying, Sakhir, Bahrain; 2:30 p.m., NBCSN (S)
- IndyCar qualifying, Long

Beach, Calif.; 5:30 p.m., NBCSN (L)

### SUNDAY, APRIL 19

- Formula One Bahrain Grand Prix, Sakhir, Bahrain; 10:30 a.m., NBCSN (L)
- MotoGP World Championship, Grand Prix of Argentina; 12:30 p.m., Fox Sports 1 (L)
- NASCAR Sprint Cup Series Food City 500, Bristol, Tenn.; 1 p.m., Fox (L)
- Indy Lights, Long Beach, Calif.; 3 p.m., NBCSN (S)
- Verizon IndyCar Series Grand Prix of Long Beach, Long Beach, Calif.; 4 p.m., NBCSN (L)
- Tudor United SportsCar Championship Tequila Patron Sports Car Showcase, Long Beach, Calif.; 4 p.m., Fox Sports 1 (T)

### FRIDAY, APRIL 24

- NASCAR Sprint Cup practice, Richmond, Va.; 11 a.m., Fox Sports 1 (L)
- NASCAR Sprint Cup practice, Richmond, Va.; 1 p.m., Fox Sports 1 (L)
- NASCAR Xfinity qualifying, Richmond, Va.; 3:30 p.m., Fox Sports 1 (L)

- NASCAR Sprint Cup qualifying, Richmond, Va.; 5:30 p.m., Fox Sports 1 (L)
- NASCAR Xfinity Series ToyotaCare 250, Richmond, Va.; 7:30 p.m., Fox Sports 1 (L)

### SATURDAY, APRIL 25

- NHRA qualifying, Baytown, Texas; 6 p.m., ESPN2 (S)
- NASCAR Sprint Cup Series Toyota Owners 400, Richmond, Va.; 7 p.m. (L)

### SUNDAY, APRIL 26

- NHRA O'Reilly Auto Parts SpringNationals, Baytown, Texas; 2 p.m., ESPN2 (L)
- IndyCar qualifying, Birmingham, Ala.; 2 a.m., NBCSN (T)
- Verizon IndyCar Series Grand Prix of Alabama, Birmingham, Ala.; 3 p.m., NBCSN (L)
- Pirelli World Challenge Toyota Grand Prix of Long Beach, Long Beach, Calif.; 3:30 p.m.; CBS Sports Network (T)

L = live, S = same day,  
T = tape delay  
\*All times Eastern

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LAP PHOTOGRAPHIC

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## BUT WAIT, THERE'S MORE...

WHAT'S NIKI LAUDA UPSET ABOUT THIS WEEK?



*"This is just sad. Mercedes tried to help, but it was not accepted."*

Niki Lauda, the outspoken non-executive chairman of the Mercedes Formula One team, has never been shy about airing his grievances. So what is the former F1 champion upset about this week? You decide!

- A. Taco Bell's announcement that it is no longer serving its breakfast waffle taco in favor of a biscuit version.
- B. The official demise of the German Grand Prix, ensuring a Formula One race won't be held in Germany for the first time since 1960.
- C. "Top Gear" host Jeremy Clarkson getting fired by the BBC after he assaulted a producer who failed to bring him a hot meal.
- D. All of the above.

Answer: B

**BODY DOUBLE: DARTH VADER & 2015 TOYOTA YARIS**



GETTYIMAGES

PRESS RELEASE WE DIDN'T FINISH

**Mazda Champion Spencer Pigot Joins "High Blood Calcium is Bad" Campaign**

PHOTO WITHOUT CAPTION



KEVIN CHAPANIAN

SPOILER ALERT



DAVID THOMPSON

HEY, WHO WANTS TO OWN A RACING TEAM?!



RACINGJUNK.COM

■ We spotted the perfect starter kit on racingjunk.com for a NASCAR Xfinity Series Toyota team. Listed for \$416,000, you'll get everything you need to go racing, including Vision Racing's "four Joe Gibbs Toyotas with 2015 Camry updates for intermediate car and super-speedway cars. Short track and road course cars are 2014. Extremely nice cars and components, top quality cars. The 2015 updates are done on complete cars. This package includes everything from a golf cart for the track to shop support vehicles to small enclosed support trailer. Over \$15,000 in service receipts. This price is deeply discounted for a complete sale. The estimated total value is well over \$750,000."

CRAIGSLIST..AD..OF..THE..WEEK

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